



# Eastern veterans cycling club

www.easternvets.com.au

Respecting the Rights of all Road Users

**Newsletter November 20<sup>th</sup> 2010**

## Graded Scratch Races – Dunlop Road - November 13<sup>th</sup>

### Race report

Due to rather abysmal conditions racing last week was cancelled, fortunately for the 'Hanover Connecteast Ride for Home' consortium the weather abated overnight allowing their event to proceed under cool and threatening but ultimately dry conditions. For your consumption I am including a write up of the event from Mal Jones.

### Croydon Cycleworks Ergomaniacs

After the very bad taste left in the mouth after the horrendous fiasco and organizational shortcomings of the Eastlink opening ride a few years ago, it's probably not surprising that many riders were skeptical of the chances of success for a second crack at an Eastlink ride; this time as a charity event in aid of Hanover Services.

After having to contend with a mind-boggling 45,000 starters, only one side of Eastlink opened for use and the attendant problems that go with trying to fit so many into so little last time, this time, the promise was something different.

Only riders pre-entered would get to start, the teams challenge entries would be sent off first, followed by the individual challenge riders, also doing the full 75 kilometre length of Eastlink. Then the recreational riders, doing the 35 kilometre ride, would follow, giving plenty of separation.

And... it worked! For those fortunate enough to have overcome the memory of last time, this was the real deal – a rider's dream.

No traffic, no walls of riders and the sweet sounds of silence. It was a scene that must have been reminiscent of the road cycling events at the Beijing Olympics where the crowds were kept so far back they just didn't seem to be there.

It was an uncanny experience, and one that the organizers are promising to repeat next year, with planning for the Eastlink closure in November 2011 already well under way.

But back to the start, and a welcome that blew us (the Eastern Vets members, Nick Thompson – team captain, Darren Smith, Dave Ryan, Dave Richards, Neil Cartledge, Jim Jamison, Chris Taylor, Tim Mortensen, John Clarkson (not quite an Eastern member yet) and Mal Jones) away.

Specially manufactured signs had been placed in the starting place for each team, giving it a very professional feel – and definitely pumping our tyres up!

Right on schedule, the first team was away at 6.30am, with several other teams heading off before we were called up to the start line and counted down.

The muscles twitched and tensed: five, four, three, two, one, go, and we were away. Cleverly, the timing mat had been placed a little way up the Ringwood Bypass to allow us to get organized before the timing started.

Then it was on to Eastlink proper in a 10-in-a-line time trial formation led out by team captain Nick Thompson. The lead-out wasn't ferocious, but enough to get us moving and everyone settled before he rolled off to the back of the line.

Lots of chat, lots of encouragement and the speed was winding up to a solid and steady pace.

We thought we were getting along pretty well until a flying wedge of similarly clad riders, in Croydon Cycleworks garb, briefly appeared alongside and were then gone, streaming off into the distance.

It was a bit of a case of here comes and there goes the Croydon Cycleworks No. 1 team, ably led by Mick Jamison - more on them later.

We were staying focused and not letting anything interrupt our unbridled pleasure - remember; flat, smooth, fast bitumen, no traffic and just nine teammates for company had us all smiling.

Before we knew it, there was the 30k sign, meaning that we had about seven to go before making the turn to head back.

No other riders were near us, and the only company we had was the orange t-shirted volunteers giving us the occasional cheer on as we passed their side-of-the-road positions every couple of kilometres.

But shock horror, we heard a little bit of chat and then the tell tale noise of another group coming up behind – the purple wearing Computershare team.

No panic, just let them go was the call. Being all good disciplined team players we responded as only we could, and quietly upped the effort just a touch.

Unfortunately, the overall effort was proving just too much for Jim Jamison and he began to buckle. Moving to the back of the bunch and leaving a space as riders rotated from front to back.

The attempt to recover worked a little, but before the turn around point at Rutherford Road, Jim dropped off, leaving us with nine for the return trip. We'd already seen Mick and his crew flying back the other way, clearly leading the event.

Still, we'd passed several teams ahead of us, and had re-passed the Computershare mob before the turn, so we were still getting along okay.

Out of the Rutherford Road turn around, the chase started as we caught and passed a conglomerate of two teams – looking decidedly disorganized and struggling.

That would be because what had been almost benign conditions with an ever so gentle tail wind on the downhill stretch to Frankston turned into a nasty cross/headwind.

Still, the chatter and encouragement ensued. As a rider finished a turn and slid back to the end of the line, it was great to hear the appreciation from the others.

But that pesky Computershare team appeared again, and managed to drive past and gap us quickly. This was getting beyond a joke! Even so, the pace remained constant, with us depending on them to slow down as their weaker riders took a turn.

The strategy worked as we sailed past a short time later on. Somewhere around the Princes Highway interchange, Neil Cartledge began to find the going tough. He'd just taken a long turn, and when he was done, he was really done and shot out the back.

Neil said later on that he couldn't quite bridge what was a gap that was opening up at something like a walking pace away from him. He hung on for some distance, but eventually had to let go.

Now down to eight, the mental number crunching started. Only the first six times would be counted, but could we maintain a pace good enough to place in the top three?

And again the Computershare team ranged up alongside. This time, an ever so gentle acceleration by us saw the two teams ride side by side for some time before we pulled away to stay ahead.

The big fear had been the Wellington Road climb on the outward bound leg, but, surprisingly, it proved to be a breeze, even for the bigger guys like Darren Smith.

However, what we hadn't counted on was the long climb up and over High Street Road. This really tested us and resulted in plenty of short turns in an effort to try to keep the pace up.

With that out of the way and the finish now not far away, the speed went up a notch or two with a little more urgency to make sure we kept the Computershare team behind us by at

least 30 seconds.

Finally, over Burwood Highway and then Boronia Road, the finish within sight - except we still had the two tunnels to go through - and the remaining eight bodies were really starting to tire.

Coming up to Canterbury Road team captain Nick Thompson bade his farewell as the telling pace finally got the better of him. That left just seven to do the last five or so kilometres.

It got pretty vocal at this stage as everyone really put in. Chris Taylor had done some massive turns into the wind on the front, as had Dave Richards and Dave Ryan.

Ripping into the first of the tunnels the speed went right up into the 60s and 70s before the climb out the other end. Again, lots of chat as the bigger guys including Darren and Chris looked for support to make it to the turn a couple of hundred metres from the tunnel exit. Regroup, use the relative flat and the descent to recharge and hope like hell there was enough left in the tank for the charge up the climb and on to the finish line.

All the hard turns that Chris had put in really came back to haunt him as he hit the nasty little climb out of the tunnel towards the Ringwood Bypass. He ran out of gas and dropped off the back, leaving the team with just six left and worse to come.

It almost turned pear shaped soon after as Darren Smith hit the physical wall. He ended up with one hand tucked into a jersey pocket ahead of him and a helping push in the back to get up the final metres of the final climb. Then, just as we hit the tunnel exit, he sounded like he was going to lose what little content remained in his stomach - but thankfully he didn't. With only a couple of hundred metres to the finish he was able to recover and join in the team formation as we crossed the line, all tired but very happy.

Our time of 2:06:05 put us (Croydon Cycleworks Ergomaniacs - Dave Ryan, Mal Jones, Dave Richards, Darren Smith, Tim Mortensen and John Clarkson) in sixth place overall, 0:05:02 off second and 35 seconds ahead of the Computershare team.

As for the Croydon Cycleworks No. 1 team, they simply blitzed the event with a time of 1:45:32, giving them a winning margin of more than 15 minutes.

Our other team riders that sacrificed themselves came in not far behind the first six. Chris Taylor recorded a 2.06.21, Nick Thompson 2.10.33, Neil Cartledge 2.11.36 and Jim Jamison 2.27.16.

Although we did see an Eastern Vets jersey on the line in the recreational event, we didn't get a name and have no idea of how many other members did the ride.

One familiar face we did recognise was that of Nigel Kimber, riding on the Transurban team. According to Nigel, the team shattered a couple of k from home, so he soloed in ahead of the rest in a time 2.12.27. Their sixth rider stopped the clock at 2.15.55.

The atmosphere around the finish was sensational, with coffee carts, catering vans and a general feeling of achievement by all those that rode against the clock.

surface you'll ever turn a wheel on, the Hanover Connecteast Ride for Home rates the one of the best organized events ever.

Put it in your calendar for next year!

We did a bit of the could have, should have and would have stuff after the event, but as a ride on what is the smoothest

### Eastern Vets Program

Saturday	November	20	1:00pm	Yarra Junction #	Omara 100#
Saturday	November	27	2:00pm	Casey Fields	Graded Scratch Races & Team's Race
<b>Monday</b>	<b>November</b>	<b>29</b>	<b>7:30pm</b>	<b>Maroondah Club</b>	<b>General Meeting</b>
Saturday	December	4	2:00pm	Casey Fields	Graded Scratch Races
Saturday	December	11	2:00pm	Dunlop Road	Charity day for Motor Neuron Disease Graded Scratch Races & Team's Race
Tuesday	November	23 30	6:00pm	METEC	Croydon Cycleworks Criterium Series
Wednesday			10:00am	The Loop – Yarra Boulevard	Scratch Races + post race coffee

**Note :** Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time.

\* Handicap entries close the Tuesday before the race. Riders entering a handicap **MUST** pay the entry fee regardless of participation. Fees are due on race day; entrants will **NOT** be allowed to start in any EVCC race until fees have been paid.

No late entries will be accepted for either scratch races or handicaps. Entries to handicaps can be submitted via e-mail to the handicapper or on any race day prior to the event.

# Tail lights are a requirement for all EVCC Road events.

### Northern Vets Program

Sunday	November	21	8:30am	National Boulevard	DC cycles, Balwyn - Crit series, race 3
Sunday	November	28	10:00am	Pyalong Rd, Seymour	Chooka's Wheel Race
Sunday	December	5		No racing	
Sunday	December	12	9:00am	National Boulevard	Graded Scratch Races

### Gippsland Vets Program

Sunday	November	21	9:00am	Pakenham (melways 317, G6)	Graded Scratch Races
Sunday	November	28	10:00am	Kernot	Graded Scratch Races
Sunday	December	5	9:00am	Pakenham (melways 317, G6)	Graded Scratch Races
Sunday	December	12	10:00am	Kernot	Graded Scratch Races

Gippsland vets run a regular group ride Wednesday mornings, leaving the Kernot Hall at 9:00am

### Victorian Veterans Cycling Council Program

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**Note :** Entries can be made on-line through the VVCC website or are to be on the appropriate VVCC Open entry form (available on VVCC website) and are to be accompanied by the requisite fee.

### Other Results, etc.:

#### AVCC National Championships

Congratulations to Roy Clark on an impressive performance at the AVCC national titles held in Canberra last week, also to the others who competed.

Eastern Vets results were;

- ITT                    45-49yo - Roy Clark 2<sup>nd</sup>
- Criterium            45-49yo - Simon Bone 2<sup>nd</sup>, Roy Clark 3<sup>rd</sup>  
55-59yo - Sam Fazio 6<sup>th</sup>  
70-74yo - Kenton Smith 2<sup>nd</sup>
- Road Race            45-49yo - Roy Clark 1<sup>st</sup>, Simon Bone 2<sup>nd</sup>  
70-74yo - Kenton Smith 3<sup>rd</sup>

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